

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning on page 1, line 5 with the following amended paragraph:

This application is a continuation-in-part of U.S. patent application Serial No. 10/061,940, filed February 1, 2002, now U.S. Patent Number 6,736,233, and claims the benefit of U.S. provisional patent application Serial No. 60/426,044, filed November 13, 2002 and also claims the benefit of U.S. provisional patent application Serial No. 60/467,993, filed May 5, 2003, the entire disclosure of which applications are incorporated herein by reference.

Please replace the paragraph beginning on page 3, line 11 with the following amended paragraph:

FIG. 1 is a simplified block diagram of an exemplary ~~electrically-actuated park brake system~~ electronic parking brake actuator (EPBA) system consistent with the invention;

Please replace the paragraph beginning on page 5, line 26 with the following amended paragraph:

An electrical energy source (not shown), e.g. the vehicle battery, may be connected to the actuator 102 along with other control inputs, via connector pins in an integral connector assembly, which may be formed on a cover portion of the actuator housing. The connector pins may provide electrical connections to a ~~PCB~~ printed circuit board (PCB), which may include motor control and position sensing electronics for driving the motor. A bottom portion of the housing may include integral locating features for the actuator components as well as mechanical attachment points for securing the actuator to a fixed location.

Please replace the paragraph beginning on page 8, line 15 with the following amended paragraph:

Consistent with one aspect of the invention herein, it may be desirable to control the audible noise of the electro-mechanical actuator. Audible noise has become a significant attribute of electro-mechanically actuated systems in passenger vehicles. Typically it is desirable to reduce the audible noise in the cabin of a passenger vehicle. One exemplary manner of reducing audible noise consistent with the invention is by gear train selection. Referring to FIG. 8, by replacing the motor pinion drive gear and driven gear with a worm gear ~~202b~~ 302b and worm wheel ~~204b~~ 304b, as illustrated, a significant reduction in audible noise can be achieved.

Please replace the paragraph beginning on page 8, line 23 with the following amended paragraph:

Another method of reducing audible noise consistent with the invention includes isolation of various components and sub-components of an actuator. FIG. 9 is a block diagram illustrating motor isolation consistent with the invention. A motor ~~900~~ having a certain mass 902 and energy, i.e. generating motor inertia 904, may be coupled to an isolator, e.g., a pair of isolation bushings on either side of the motor. The isolator has an effective spring constant 906 and damping constant 908, both of which may be varied depending on the type of material and geometry chosen for the isolator. The isolator thus mechanically isolates the motor from the mass of the actuator housing 910, thereby reducing air born audible noise associated with motor vibration.